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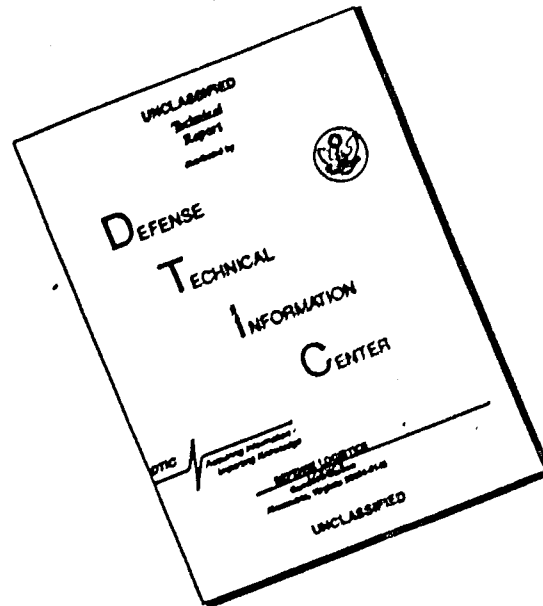
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14 June 1971

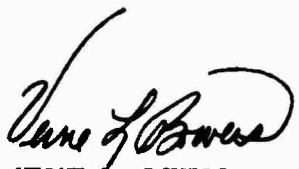
SUBJECT Operational Report - Lessons Learned, Headquarters, 7th Squadron, 17th Cavalry, Period Ending 31 October 1970 (U)

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1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.
2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.
3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: FOR OT UT within 90 days of receipt of this letter.

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DEPARTMENT OF THE ARMY
HEADQUARTERS 7TH SQUADRON 17TH CAVALRY
APO San Francisco 96494

AVBACB-GB

12 November 1970

SUBJECT: Operational Report - Lessons Learned, 7th Squadron, 17th Cavalry,
Period Ending 31 October 1970. RCS CSFOR-65 (R2) (U)

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1. (C) Section 1. Operations: Significant Activities:

a. General:

(1) This report covers the period from 1 August through 31 October 1970 and is submitted in accordance with AR 525-15, USARV Reg 525-15, and 17th Aviation Group (Combat) Regulation 525-15.

(2) Mission: To perform reconnaissance, surveillance and security for Free World Forces in the II Military Region. To engage in combat as an economy of forces unit and provide limited anti-tank defense. One or more of the units may be planed in support of a major ground unit.

(3) Organization Structure: The Headquarters, 7th Squadron, 17th Cavalry is located at Camp Holloway (AR 800465), Pleiku, Republic of Vietnam, and is Commanded by Lieutenant Colonel Ernest A. Smart. Troops A, B, and D are collocated with the Squadron Headquarters and Troop C is located at Camp Radcliff (BR 704480), An Khe, Republic of Vietnam. The Squadron has its full complement of cavalry troops as provided by MTOE 17-95T. (See Inclosure 1 for a list of subordinate units reflecting the organizational structure.)

(4) Tactical Posture: At the beginning of the reporting period the troops were in general support of the 4th Infantry Division, the II Military Region, the 173rd Airborne Brigade. Additional changes in the tactical posture of the squadron occurred during the reporting period. On 15 September 1970 the squadron assumed operational control of D Troop, 2nd Squadron, 1st Cavalry, which on 1 October 1970 became K Troop, 17th Cavalry. During the reporting period Troops A and B supported the 4th Infantry Division and the 22nd ARVN Division. Troop C supported the 173rd Airborne Brigade with D Troop remaining under the squadron control. Troop K supported the 23rd ARVN Division.

b. (C) Personnel:

(1) During the reporting period, the following major changes in command and staff occurred.

(a) LTC Ernest A. Smart 007-26-0038 assumed command of the Squadron on 7 September 1970, replacing LTC Rudolph B. De France 038-26-0859.

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(b) MAJ James B. Trussel 434-56-1074 assumed command of A Troop on 18 August 1970, replacing MAJ Robert L. Rackley 241-48-8326.

(c) MAJ Glenn P. Carr 443-32-6206 assumed command of B Troop on 30 September 1970, replacing MAJ Leighton O. Haselgrove 267-60-9958.

(d) CPT Michael D. Servitelle 546-62-6808 assumed command of D Troop 10 September 1970, replacing CPT Vincent J. Falcenic 076-30-5749.

(e) CPT Walter L. Duckworth Jr. 439-58-9959 assumed duties as Squadron S-3 on 31 August 1970, replacing MAJ Billy J. Bowling Sr. 417-38-3016.

(f) CPT Peter A. Kacerguis 043-36-3837 assumed duties as Squadron S-1 on 5 August 1970, replacing CPT Kenneth G. Lininger 161-38-3016.

(g) 1LT Jerry A. Zock 306-44-6603 assumed duties as Squadron S-2 on 19 September 1970, replacing CPT Dale L. Dunham 537-50-2406.

(h) CPT Ronald W. Burgess 434-58-8580 assumed command of HHT on 26 September 1970, replacing CPT Lester C. Helmke 412-56-8190.

(2) Unit Strength and Miscellaneous Related Data is attached at Inclosure 2.

(C) Intelligence:

(1) During the reporting period, the S-2 Section activities included:

SECRET Clearances Validated - 46
SECRET Clearances Granted - 0
SECRET Clearances Initiated - 2
TOP SECRET Clearances Validated - 6
TOP SECRET Clearances Initiated - 1
Security Debriefing - 78
Escape and Evasion Debriefing - 0

(2) Intelligence Summary for the Squadron's tactical area of interest is as follows:

Enemy activity in the highland and coastal provinces was at a low level during the reporting period with the exception of slight increases in activity during the holidays and elections in late August and during the Fall-Winter Campaign's Second Phase beginning late September. Areas of greatest enemy activity were in the coastal provinces, with Binh Dinh Province being the most active. Enemy activity in all provinces was characterized by small unit, guerilla activities including stand-off attacks, ambushes, sapper attacks and terrorist and political activities. Throughout the reporting period the enemy avoided contact and concentrated on resupply, food production and training. Enemy training and reorganization during the reporting period emphasized small unit tactics and re-orientation toward guerilla tactics.

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d. (C) Operations: (Operational Statistics attached as inclosure 3).

(1) Troop A during the reporting period operated in support of the 22 ARVN Division in the Pleiku area and the 4th Infantry Division in the vicinity of An Khe. On 8 August while working northeast of Pleiku A Troop LOH's observed a large enemy force which they engaged, resulting in 15 KBA's. The Aero Rifle Platoon was inserted, resulting in 5 enemy KIA's and 5 CIA. There were no friendly losses. Enemy equipment captured included 1000 primers, 2500 rounds of AK/47 ammunition, 2 B/40 rocket launchers, 1 RPG launcher with sight, 2500 blasting caps, 6 AK/47 rifles and an assortment of enemy field gear. For the next 3 days A Troop continued working to the northeast of Pleiku with no further sightings of the enemy. From 11 thru 24 August the troop worked around FSB Oasis and northeast of Pleiku with no significant findings. On 25 August the ARP's were inserted on a storage structure and recovered some U.S. equipment, NVA rucksacks and 2 small arms. A Troop again inserted the ARP's on several structures finding numerous military and religious documents. As the ARP's were being extracted a UH-1H crashed in the LZ injuring 3 persons slightly. The first days of September saw A Troop down due to weather. On 10 September while in support of an element from the 4th Infantry Division a LOH received fire and crashed. The crew was evacuated with minor injuries. The remainder of the month was spent supporting the 4th Infantry Division in An Khe. On 27 September the troop observed one individual, gunships expended and the ARP's were inserted. The ARP's observed 2 enemy KBA and approximately 14 structures were destroyed. Again on 30 September in the same area as the last contact, observed 8 enemy soldiers taking evasive action. The enemy was taken under fire resulting in 8 enemy KBA's. The troop continued to support the 4th Infantry Division from 1 - 14 October with no significant findings. On 15 October while working south of An Khe, the LOH's received heavy automatic weapons fire. Air strikes were employed in the area with a secondary explosion rising 2000 feet above the ground. The ARP's were inserted, finding only scattered documents in the area. A Troop supported a unit of the 4th Infantry Division that had an aircraft shot down on 20 October. The ARP's were inserted to recover the bodies of two members under the aircraft. The bodies were recovered without further incident. The last action of the reporting period took place on 22 October when the LOH's observed a squad of enemy soldiers. The ARP's were inserted and made contact with the enemy exchanging small arms fire. The ARP's were extracted due to bad weather after a sweep of the area was conducted. The sweep resulted in 125 lbs of rice, 2 claymores (US), 1 LAW and 1 - 8X15 structure, all of which were destroyed. For the reporting period A Troop recorded 25 KBA's, 5 KIA's, 5 CIA's, and the ARP were inserted 13 times.

(2) B Troop during the reporting period supported the 4th Infantry Division in the general vicinity of An Khe and the II Military Region in the vicinity of Pleiku, Kontum and Phu Yen Province. During the period 1 - 16 August, B Troop operated southwest of An Khe in support of the 4th Infantry Division. This operation resulted in three instances of ground to air fire with two aircraft receiving minor combat damage, and no significant enemy movement and activity. From 17 - 27 August B Troop operated in support

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of II Military Region in the Pleiku and Kontum area. Again there were two instances of ground fire with one aircraft receiving minor combat damage. Three enemy overnight rest areas were reported and ten hootches were destroyed. Weather became a deterrent the first six days of September when B Troop once again supported the II Military Region in the Pleiku area. Ground to air fire was again reported twice, and the operations netted 1 VC/NVA. On 15 September still in support of the II Military Region, Troop B supported the 22nd ARVN Division (Forward) in the Dak To and Kontum area. This period netted little in the way of significant findings, but with the integration and training of ARVN's as an Aero Rifle Platoon, the period was considered extremely productive in putting the final touches on their training with insertions and practical employment on the ground. B Troop trained 4 platoons of ARVN's to be employed as Aero Rifle Platoons. On 24 September, B Troop was sent to Phu Hiep in support of the 22nd ARVN Division in an area northwest of Tuy Hoa. Enemy activity in the area was heavy with instances of ground to air fire and two enemy KBA's. The area produced one large training site with bleacher facilities which were destroyed along with 8 hootches. From 26 September until 2 October B Troop worked in the Pleiku area with the 3rd ARVN Armored Cavalry, and the 47th ARVN Infantry Regiment. This operation resulted in 3 enemy KBA's and sightings of stepped up enemy activity in the Pleiku TAOR. From 3 - 9 October B Troop worked in the Kontum-Tan Can Area. Weather again hampered operations and the actions of the troop resulted in 1 enemy KBA. On 10 October, B Troop moved to the Phu Hiep area again for a day operation which was very successful in the area of gathering intelligence. Enemy activity in the area was heavy as evidenced by the heavily traveled trails and farming in the remote areas. Twenty-two enemy structures were destroyed by B Troop elements, and the ARVN Aero Rifle Platoon was inserted to secure a downed LOH. The ARVN Aero Rifle Platoon was highly commended for their efficiency while on the ground and the only difficulty encountered was during the extraction phase when the ARVN's had some difficulty re-entering the lift ships. This problem has been alleviated by adding straps to the UH-1H's as hand holds to expedite re-entry. From 15 through 25 October, B Troop worked in support of the 47th ARVN Regiment in the Pleiku TAOR south and southwest of FSB Oasis in search of elements of the 95B, an NVA Regiment. Encounters with elements of this unit resulted in 10 enemy KBA's. During the remainder of the month B Troop continued to screen to the south and west of Oasis in an attempt to reestablish contact with the enemy elements with no further sightings of the enemy. During the period 1 August through 31 October B Troop reported 17 enemy KBA.

(3) During the reporting period C Troop supported the 173rd Airborne Brigade in the vicinity of LZ English and the 4th Infantry Division in the area around An Khe. Reconnoitering south of LZ English with the 173rd Airborne Brigade during 1 - 16 August the troop observed numerous caves, bunkers, and structures, and the scouts received fire three (3) times resulting in 1 enemy KBA. On 14 August while observing a well used trail, C Troop found a large bunker complex with one of the bunkers having a radio antenna. Gunships and Airstrikes were employed with several secondary explosions being observed.

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Also in the same area was a structure complex that was taken under fire by the Air Force, resulting in several bunkers being destroyed, 4 enemy KBA's, a recoilless rifle, 2 RPG launchers, and numerous B/40 rounds. On 17 August through 27 August C Troop supported the 4th Infantry Division in operations southeast of An Khe, with no significant findings. During the period 27 August to 6 September while performing their mission of reconnaissance, C Troop received enemy small arms fire twice, with one LCH sustaining a single hit in the skid. As the troop continued to observe the area the scouts received fire and were credited with 2 enemy KBA. On 7 September while observing a large cave complex a LCH received heavy small arms fire and crashed with the crew being extracted by the Command and Control aircraft. The members of the crew received minor injuries. Upon completion of the extraction the troop was diverted to assist an element that was in heavy contact. They provided close air support along with calling in artillery and airstrikes. After the day's action, C Troop was returning home when they received intense 51 Cal fire and observed an air burst. Airstrikes were called upon the area, but due to darkness no BDA was performed. For the remainder of September and October, C Troop continued to support the 173rd Airborne Brigade in all quadrants around LZ English. The operations were greatly hindered by the approaching bad weather. However, on 4 October while observing a large bunker complex a LCH came under heavy 51 Cal fire and crashed. During the extraction of the crew a gunship observed 7 enemy soldiers fleeing the area. The enemy was taken under fire, resulting in 7 NVA KBA. For the reporting period C Troop reported 10 enemy KBA's and the ARP's were inserted 6 times.

(4) Troop D during the reporting period conducted unit training, provided convoy escort to LZ Oasis, LZ Blackhawk, Kentum City, and Camp Enari, and provided a ready reaction force for Camp Holloway, and the squadron, and provided security at Lane Army Heliport. During the month of August, D Troop reported two (2) instances of ground fire. On 13 August while covering a convoy to LZ Oasis D Troop received sniper fire from unknown sources, sustaining negative hits or injuries. Again on 15 August while covering a convoy carrying Class III and V to LZ Oasis, the troop received light arms fire, sustaining no hits and the convoy proceeded to Oasis without further incident. On 15 August D Troop was tasked to provide 15 men to Lane Army Heliport to assist in the security of the installation. On 21 August one platoon conducted a sweep near Dragon Mountain searching for parts of A Troop LH that crashed 16 August with negative findings. The rest of the month D Troop provided a ready reaction force for the Squadron along with convoy escort. On 2 October a platoon from D Troop provided security for a UH-1H from Headquarters and Headquarters Troop that experienced engine failure on take off from Camp Holloway. On 15 October a B Troop AH-1G went down due to enemy fire with the aircraft being secured initially by A Troop Aero Rifle Platoon. D Troop relieved A Troop's Aero Rifle Platoon along with four (4) gun jeeps from the troop secured the aircraft until morning when it was lifted out of the area. From 12 - 14 October the troop conducted unit training of crew served weapons at Centour Mountain Range. On 30 October D Troop provided convoy escort for the USARV AGI Team from Pleiku to An Khe and back.

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(5) The Squadron assumed operational control of D Troop, 2 Squadron, 1 Cavalry on 15 September 1970 with a unit being redesignated as K Troop, 17th Air Cavalry on 1 October. K Troop during the reporting period operated in support of the 23rd ARVN Division in the Binh Thuan, Lam Dong, Tuyen Doc, Ninh Thuan and Binh Tuy Provinces. From 15 September through 16 October the troop started working the area north and northwest of Phan Thiet, receiving ground to air fire twice. On 11 October K Troop LOH's received fire and the gunships expended resulting in 3 KBA. On 13 October while in support of the 1/50 Mechanized Infantry Battalion two gunships received fire during a LZ prep with negative hits. K Troop on the 17th of October worked north of Dalat until standing down for redeployment on 30 October 1970.

(6) (U) Organization: No change since last ORLL.

(7) (U) Training:

(a) The Army Aviation Refresher Training Program of the Squadron was greatly enhanced as a result of refresher training provided by the AARTS courses. (See Inclosure 4)

(b) Aviation Training: (See Inclosure 5)

(c) Special Training:

A Troop, B Troop, and K Troop Aero Rifle Platoon personnel conducted classes at Camp Enari and Phan Thiet for the training of ARVN Scout personnel from the 22nd and the 23rd ARVN Divisions as Aero Rifle Platoons. This training included an orientation on Air Cavalry operations with special emphasis on repelling training.

(d) The Squadron engaged in training a total of 92 days during the quarter. (See Inclosure 4)

(8) (C) Logistics:

(a) Supplies:

(1) Class I - A Troop, B Troop, and D Troop drew rations from the 573rd S&S Company, Pleiku, Republic of Vietnam. Troops drew rations from the 4th Infantry Division at An Kho, Republic of Vietnam. D Troop operates a consolidated field ration mess for D Troop and Headquarters and Headquarters Troop.

(2) Class II - Supplies were requisitioned from the 573rd S&S Company, Pleiku, Republic of Vietnam.

(3) Class III - Package PCL products were requisitioned through the 573rd S&S Company and issued by S-4 to the troops. Diesel and JP-4 were requisitioned through the 573rd S&S CO, Pleiku, Republic of Vietnam.

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Forward refueling sites were established on a mission basis at Duc CO, LZ Blackhawk, FSB Oasis, and Camp Enari.

(4) Class IV - Construction materials were acquired through PAME and the Post Engineer.

(5) Class V - Ammunition was requisitioned from the ARVN ASP, Pleiku. Ammunition was positioned forward at Kontum, FSB Oasis, LZ Blackhawk, and Camp Enari in support of operations. A Troop and B Troop operated a rearming point at Camp Holloway.

(6) Class VII - Major end items, less aircraft and aircraft armament, were requisitioned from the 573rd S&S Company.

(7) Class VIII - Medical material was requested thru 71st Evacuation Hospital, Pleiku, Republic of Vietnam.

(8) Class IX - Repair parts less medical and aircraft were requisitioned from 573rd S&S Company.

(9) Class IX - Aircraft parts were requisitioned from 604th Transportation Company.

(b) Requisitions submitted during 1 September thru 31 October 1970:

(1) Non-expendable - 162
Completed - 32
Cancelled - 45
Turn-In - 80
Open - 85

(2) Expendable - 636
Completed - 69
Cancelled - 242
Open - 325

(c) A reconciliation of all outstanding requisitions is made with the 573rd S&S Company each quarter.

(d) Reports of Surveys submitted - 10
Completed - 9
Open - 1
Cancelled - 0

(e) Combat Losses submitted - 39
Completed - 32
Open - 2
Cancelled - 5

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(9) (U) Communications: Signal and Message Center Communications

(a) General: During this quarter, the 7th Squadron, 17th Cavalry Communications Center maintained teletype communications with the 17th Aviation Group (Combat). This was mainly land line teletype with the exception of a brief period from 18 October 1970 through 21 October 1970. During this time, radio teletype was established while the 17th AG (C) Communications Center was moving.

(b) The 43rd Signal Battalion maintained responsibility for traffic on the World Wide Teletype Net.

(c) On 16 September 1970, the Squadron Communications Platoon set up a dismounted AN/VCS-2 radio teletype station in Phan Thiet in support of K Troop, 17th Cavalry. This forward station was still in operation at the end of the quarter.

(d) Radio teletype net operation has been hampered throughout the quarter due to faulty equipment and slowness of supporting maintenance service.

(e) Operational Statistics: (See Inclosure 5)

(10) (U) Material:

(a) Aircraft maintenance support is provided to the Squadron by the 604th Direct Support unit as indicated below:

<u>Unit/Location</u>	<u>DSU/Location</u>
HHT, Camp Holloway, PLEIKU	604th DSU, Camp Holloway, PLEIKU
A Troop, Camp Holloway, PLEIKU	604th DSU, Camp Holloway, PLEIKU
B Troop, Camp Holloway, PLEIKU	604th DSU, Camp Holloway, PLEIKU
C Troop, Camp Radcliff, AN KHE	604th DSU, Camp Holloway, PLEIKU

(b) Vehicle maintenance support is provided by direct support unit as indicated below:

<u>Unit/Location</u>	<u>DSU/Location</u>
HHT, Camp Holloway, PLEIKU	62d Maint Bn, Camp Wilson, PLEIKU
A Troop, Camp Holloway, PLEIKU	62d Maint Bn, Camp Wilson, PLEIKU
B Troop, Camp Holloway, PLEIKU	62d Maint Bn, Camp Wilson, PLEIKU
C Troop, Camp Radcliff, AN KHE	62d Maint Bn, Camp Wilson, PLEIKU
D Troop, Camp Holloway, PLEIKU	62d Maint Bn, Camp Wilson, PLEIKU

(c) Statistics on aircraft strength and availability are included in Inclosure 6.

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SUBJECT: Operational Report - Lessons Learned, 7th Squadron, 17th Cavalry
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(11) (U) Civil Affairs:

(a) General: Major areas of S-5 activity during the last quarter were education, sanitation, recreation, sponsoring of social events, and sponsoring the Catholic Orphanage of TU TAM.

(b) Operation and Training Activities:

(1) PLEI POC NGO (AR 830366) : During the third quarter, the Civil Affairs team gave instruction in the building of bunkers and setting up of their perimeter.

(2) LA SON (AR 817376) : During the last quarter the Civil Affairs Team helped the villagers in setting up a small community warehouse.

(3) TU TAM Orphanage : The S-5 in conjunction with D Troop is helping to support the orphanage of TU TAM by presenting additional clothing, food and toys for the children and organizing a picnic at BIEN HO LAKE.

(c) Logistics : The Civil Affairs Team received support from LE TRUNG District, the Squadron Chaplain, D Troop, personal resources of team members, PLEIKU Hospital, and the 71st Medical Evacuation Hospital.

(d) Civil Affairs Projects:

(1) Sanitation: The S-5 team supplied 100 pounds of soap for the Montagnard villagers.

(2) Recreation: The S-5 team conducted ten hours of organized sports for the children of both villages.

(3) Social Events: One picnic to BIEN HO LAKE was sponsored for the children in the orphanage of TU TAM.

(4) Psychological Operations: During the past quarter, many reports of NVA troops and areas of concentration were received by the S-5 team from the villagers in both PLEI POC NGO and LA SON. The villagers in both villages are most cooperative.

(5) Transportation: The S-5 team provided transportation for the people of both villages to medical facilities and market twice a week.

(6) Miscellaneous: The team distributed 10,000 lbs of assorted foodstuffs to both villages.

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AVBACB-3C 12 November 1970
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(12) (U) Accident Prevention:

(a) The accident rate per 100,000 flying hours was 72.8 for this quarter. The previous quarter was 35.00 per 100,000 flying hours.

(b) For accident statistics for this quarter see Inclosure 7.

(13) (U) Religious Functions:

(a) The 7/17th Cav Chaplain, during the quarter, conducted a total of 12 Sunday and 20 weekly services, with a total attendance of 1332.

(b) Religious services were conducted at Camp Holloway, AN KHE, and PHAN THIET.

(c) The 7/17 Cav Chaplain, during the quarter, made 756 visits to troop areas and made contact with 1,094 individuals. The Chaplain made 16 hospital visits.

(d) The men of Camp Holloway, through designated chapel offerings and volunteer labor, supported the construction of the XUM MOI School and is continuing to support the operational needs of the school. In August of this year the Chaplain attended the official dedication ceremonies.

(e) Support is being given to the TU TAM Orphanage, Evangelical Clinic, and Christian Missionary Alliance missionaries in the area.

(f) Chaplain (MAJ) Tracy A. Manness served as Squadron Chaplain through 21 October 1970.

(g) Chaplain (MAJ) Ace J.F. McVay is presently assigned as Squadron Chaplain.

(14) (U) Medical Section:

(a) The medical section of this squadron consists of a flight surgeon, a section sergeant, and eleven medics. There are two medics with each aero rifle platoon, and one with each of the three platoons in D Troop. With the exception of C Troop, all personnel receive their primary medical care from the Camp Holloway Dispensary. This dispensary is jointly run by the Flight Surgeons and medics of the 52nd Aviation Battalion (Combat), and the 7th Squadron, 17th Cavalry.

(b) At Camp Holloway, the dispensary receives laboratory

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and x-ray support from the 71st Evacuation Hospital. Medical Supplies are obtained from the 71st Evacuation Hospital, and thru the 52nd Aviation Battalion (Combat).

(c) Medical Statistics:

	Previous Quarter	Report Quarter
Patient Visits	863	1005
Immunisations	900	950
Veneral Disease	54	51
Malaria	3	0
Diarrhea	12	4
Hepatitis	0	0

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SUBJECT: Operational Report - Lessons Learned, 7th Squadron, 17th Cavalry,
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2. (C) Section 2. Lessons Learned: Commander's Observations, Evaluations and Recommendations.

- (a) (U) PERSONNEL: None
- (b) (U) INTELLIGENCE: None
- (c) (C) OPERATIONS:

(1) Use of light observation helicopters (scouts) in Air Cavalry missions.

(a) **Observations:** LOH's are unnecessarily endangering themselves when they descend to look an area over without first reconnoitering the dominant terrain.

(b) **Evaluations:** Casualties and aircraft damage have resulted while reconnoitering low terrain elevations without first determining through direct observation that the high ground is free of enemy.

(c) **Command Action:** Mission commanders and scout pilots have and will continue to be alert to the afore mentioned danger. A free exchange of ideas between scout pilots and mission commanders is encouraged during frequent tactical discussions held for all pilots.

(2) Use of tactical air support.

(a) **Observations:** Troops have experienced difficulty in delivery of appropriate tactical ordnance to a given target.

(b) **Evaluations:** Each troop has in the past lost the opportunity to bring the full brunt of firepower against the enemy due to the delays and the improper use of tactical air capabilities.

(c) **Recommendations:** It is recommended that the FAC, TAC, and Air Cavalry personnel meet on a regular and rotating schedule to exchange information and ideas. It is further recommended that FAC and TAC personnel be allowed to observe Air Cavalry tactics in the area of operations as a passenger in Air Cavalry aircraft.

(d) **Command Action:** The Air Cavalry maintains a close liaison with its supporting FAC's from the 173rd Airborne. Time is periodically taken to stop and discuss tactics and prior airstrikes with the FAC personnel that support C Troop. Fighter pilots and FAC personnel have flown in the area of operations with C Troop to view tactics and needs of an Air Cavalry troop. C Troop personnel have made trips to Phu Cat Air Force Base to get acquainted with Air Force pilots and flight operations personnel. These visits have

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have enabled them to see first hand the type of ordnance available and to get to personally know the pilots that provide a strong arm to supplement our organic Air Cavalry assets.

(3) Extraction of ARVN Aero Rifle Platoon

(a) Observation: During the recent integration of the ARVN Aero Rifle Platoon into the Air Cavalry units in the Central Highlands, B Troop encountered problems when extracting the ARVN ARP's. The problem encountered was the time required for the ARP personnel to reload the extraction aircraft during extractions, particularly when the pick-up zone required the aircraft to remain at a hover.

(b) Evaluation: For reasons of security and safety of personnel and crews, it is of utmost importance that aircraft remain in the PZ the shortest time possible to extract the personnel.

(c) Recommendation: It is recommended that ropes or straps be attached to the D-Ring on the floor of UH-1H aircraft to assist the Aero Rifle Platoon in reloading the extraction aircraft as expeditiously as possible.

(d) Command Action: Straps are available for installation in UH-1H aircraft during extraction to reduce ground time in the PZ.

(d) (C) COMMUNICATIONS:

(1) Frequencies assigned an Air Cavalry Troop.

(a) Observation: In the past all troops have experienced problems with one or more units utilizing the same FM frequency and, at times, all alternate frequencies.

(b) Evaluation: This crowding of frequencies causes many problems in communications with the troop aircraft which could create an unstable command situation in the area of operations and also an extreme safety hazard.

(c) Recommendation: Closer liaison at headquarters to ensure, due to the high mobility of the Air Cavalry, special consideration be given to frequencies that are assigned. It is further recommended that extra frequencies be assigned to supported units for use by Air Cavalry units.

(d) Command Action: The troops have been notifying higher headquarters of the multi-interference that is experienced in our area of operations. Our supported unit, 173rd Airborne Brigade, supplies us with usable FM frequencies. We have also requested that they obtain extra frequencies that will be free of traffic for our use in their area of operations.

(2) Communications between Convoy Vehicles and the Escorts.

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SUBJECT: Operational Report - Lessons Learned, 7th Squadron, 17th Cavalry
Period Ending 31 October 1970. RCS CSFGR-65 (R2) (U)

(a) Observation: Convoy escorts cannot communicate with escorted vehicles during convoy runs.

(b) Evaluation: Lack of radio communication on escorted vehicles leads to breaks in the convoy, confusion, and losses of convoy control. Some convoy vehicles get behind and speed up and cause large breaks in the convoy formation.

(c) Recommendation: All drivers should be briefed on convoy procedures by the escort commander. Where possible, escorted vehicles should be provided a radio to facilitate command. The use of hand signals between escorts and convoy vehicles helps maintain proper distances. The use of hand held flares to signal elements of the convoy of danger (ambush, accidents, etc) is recommended.

(d) All drivers in the convoy are briefed by the escort commander. Hand held flares and hand signals are used to facilitate control during a convoy.

(e) (U) MATERIAL: None

(f) (U) SAFETY:

(1) Painting of Light Observation Helicopters.

(a) Observation: In the past the troops have experienced difficulties keeping the Light Observation Helicopter (LOHs) in sight during visual reconnaissance. The LOH would blend into the green foliage and observation from the orbiting Cobra gunships above was extremely difficult.

(b) Evaluation: The present LOH marking system is inadequate for the mission as our Cobra gunships must have the LOH's in sight at all times. By regulation the only markings authorized are international orange on the vertical and horizontal stabilizer and white markings on the rotor blades. The painting of the rotor blades is visible from above only when the LOH is in straight and level flight and cannot be observed while the LOH is in a turn, thus making direct observation from above extremely difficult.

(c) Recommendation: It is recommended that LOH's performing a scout mission be marked in the following manner: A six (6) inch white stripe be painted on top of the tail boom extending its entire length and terminating at the engine inlet fairing. Three (3) six (6) inch white stripes be painted in there on the international orange and horizontal stabilizer, the rotor blades should remain painted in their present configuration. (See attached Inclosure 8)

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SUBJECT: Operational Report - Lessons Learned, 7th Squadron, 17th Cavalry,
Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

(d) Command Action: C Troop. 7/17th Air Cavalry is presently operating with LOH's painted in the above mentioned configuration. Through discussions and field experience it has been found that this method of markings is easily identifiable from above no matter how severe a maneuver the LOH might be forced to take. The fact that the LOH's are easily identifiable increases our safety in the area of operations as the covering gunships can react quickly and violently when the enemy situation warrants such action.


ERNEST A. SMART
LTC, AR
Commanding

Inclosure 1: Organizational Structure
~~Inclosure 2: Major Command, Staff, Unit Strength and Miscellaneous Data~~
 Inclosure 3: Operational Statistics
~~Inclosure 4: Training~~
~~Inclosure 5: Signal and Message Center Statistics~~
 Inclosure 6: Aircraft Strength and Availability
 Inclosure 7: Accident Summary
 Inclosure 8: Diagram of OH6A
 Incls 2, 4&5 w/d HQ DA

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 3 CG, USARV ATTN: AVHCG-DST, APO 96375
 2 CG, 1st Avn Bde, ATTN: AVEAHC-O, APO 96384
 10, CO, 17th AG (Cbt), ATTN: AVBACB-SC, APO 96316

INFO COPIES:

CG, Headquarters II Military Region
 CG, 4th Inf Div, ATTN: AVDDH-OC, APO 96262
 1 Each Organic Troop

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AVBACE-SC (12 Nov 70) 1st Ind
SUBJECT: Operational Report - Lessons Learned, 7/17th Air Cavalry
Squadron, Period Ending 31 October 1970.

DA, HEADQUARTERS, 17TH COMBAT AVIATION GROUP, APC 96316 23 November 1970

TO: Department of the Army (ACSFOR, DA), Washington, D.C. 20310
Commanding General, I Field Force Vietnam, APO 96350


(U) This headquarters has reviewed the attached report, considers it
adequate and concurs with the contents.

FOR THE COMMANDER:

/s/Robert T. Buisson
/t/ROBERT T. BUISSON
1LT, FA
Asst Adjutant

CF:
CO, 7/17th ACS

A TRUE COPY:


L.D. ROWZG
CPT, INF
Asst S-3

AVFA-GC-HIST (12 Nov 70) 2nd Ind

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SUBJECT: Operational Report-Lessons Learned, Headquarters, 7th Squadron, 17th Cavalry, Period Ending 31 October 1970, RCS, CSFOR-65 (R2) (U)


DA, Headquarters I Field Force Vietnam, APO S. F. 96350

TO: Commanding General, 1st Aviation Brigade, APO 96384

1. This headquarters has reviewed and evaluated subject Operational Report-Lessons Learned and concurs, except as noted below.

2. Reference Section 2, Lessons Learned: Commander's Observation, Evaluations, and Recommendations: Paragraph 2f (1)(c): The painted configuration of the LOH's as stated is not in compliance with USARV Reg 95-27, Subj: Conspicuity Markings for Army Aircraft: however, it is recommended in the interest of safety, the LOH's continue to operate as marked. A request for an evaluation will be requested from safety personnel at USARV in light of a possible change to the regulation.

FOR THE COMMANDER:


ROBERT W. NAYLOR
LT, AGC
Asst AG

CF:

- 1 - CO, 17th AVN GP (C), (LESS ORLL)
- 1 - CO, 7th SQDN, 17th CAV, (LESS ORLL)

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AVBAGC (12 Nov 70) 3d Ind

SUBJECT: Operational Report - Lessons Learned, Headquarters, 7th Squadron, 17th Cavalry, Period Ending 31 October 1970, RCS, CSFOR-65 (R2) (U)

DA, Headquarters, 1st Aviation Brigade, APO 96384 27 JAN 1971

TO: Commanding General, United States Army Vietnam, ATTN: AVHGS-DST, APO 96375

(U) This Headquarters has reviewed the Operational Report - Lessons Learned and concurs with its contents.

FOR THE COMMANDER:

HAROLD C. PHILLIPS

1LT, AGC

Asst AG

AVHDO-DO (12 Nov 70) 4th Ind

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SUBJECT: Operational Report - Lessons Learned, 7th Squadron, 17th Cavalry,
Period Ending 31 October 1970. RCS CSFOR-o5 (R2) (U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 16 MAR 1971

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT,
APO 96558

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1970 from Headquarters, 7th Squadron, 17th Cavalry and concurs with comments of indorsing Headquarters.

2. Comments follow:

a. Reference item concerning "Frequencies assigned an Air Cavalry Troop," page 13, paragraph 2(d)(1). FM frequencies are assigned on a repetitive basis based on noninterference due to location and range. This criteria is at times ineffective because of the increased range attained when FM radios are mounted in aircraft. However, extra frequencies which are free of interference is an excellent solution to an annoying problem. Unit has been so advised.

b. Reference item concerning "Painting of Light Observation Helicopters," page 14, paragraph 2(f)(1) and 2nd Indorsement, paragraph 2: concur. A similar paint scheme should also be adopted for the OH-58 helicopter. Unit has been so advised.

FOR THE COMMANDER:



Clark W. Stevens Jr.
Captain AGC
Assistant Adjutant General

Cy furn:
1st Avn Bde
7th Squadron, 17th Cav

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GPOP-DT (12 Nov 70) 5th Ind (U)
SUBJECT: Operational Report of HQ, 7th Squadron, 17th Cavalry for
Period Ending 31 October 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 31 MAR 1971

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:


L.M. OZAKI
CPT. AGC
Asst AG

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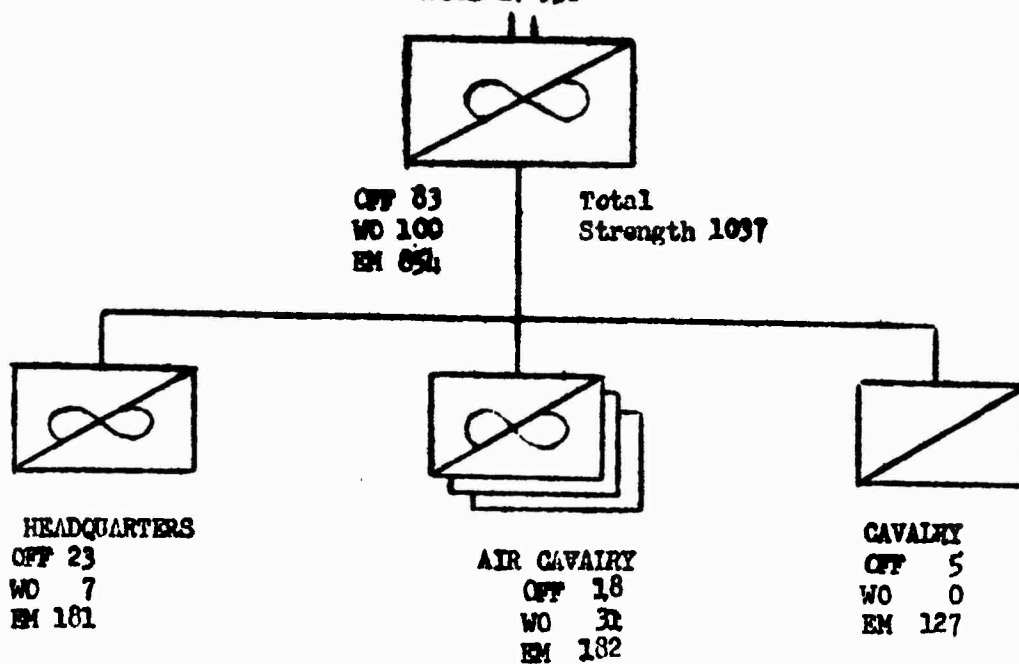
ORGANIZATIONAL STRENGTH OF SUBORDINATE UNITS AS OF 31 OCTOBER 1970

1. Headquarters and Headquarters Troop, Camp Holloway, Pleiku, Republic of Vietnam is organized in accordance with MTOE 17-96T and equipped with 5 UH1H Helicopters.
2. Troop A, Camp Holloway is organized in accordance with MTOE 17-98T and is equipped with 9 AH1G, 10 LCH's, and 8 UH1H Helicopters. The maintenance and avionic detachments that were separated from the troop are now integrated within the troop.
3. Troop B, Camp Holloway, is organized in accordance with MTOE 17-98T is equipped with 9 AH1G's, 10 LCH's, and 8 UH1H Helicopters. The maintenance and avionic detachments that were separated from the troop are now integrated within the troop.
4. Troop C, Camp Radcliff, An Khe, Republic of Vietnam is organized in accordance with MTOE 17-98T and is equipped with 9 AH1G's, 10 LCH's, and 8 UH1H Helicopters. The maintenance and avionic detachments that were separate from the troop are now integrated within the troop.
5. Troop D, Camp Holloway, is a standard wheel mounted ground cavalry troop organized in accordance with MTOE 17-98T.
6. See pages 2 & 3 of this Inclosure for organizational charts.

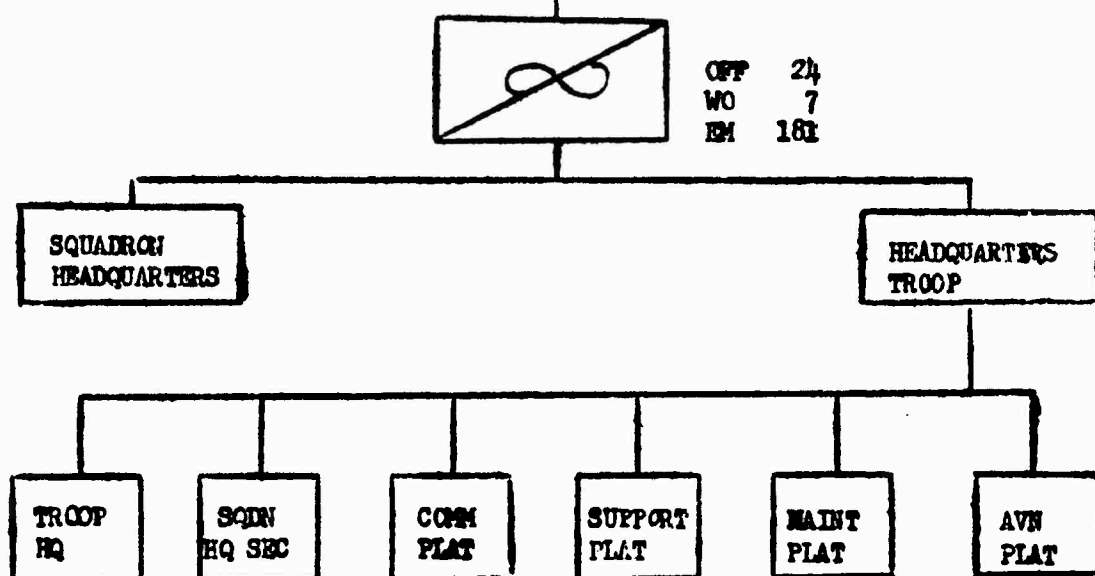
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 ORGANIZATIONAL CHART FOR 17TH SQUADRON, 17TH CAVALRY

MTC 17-95T



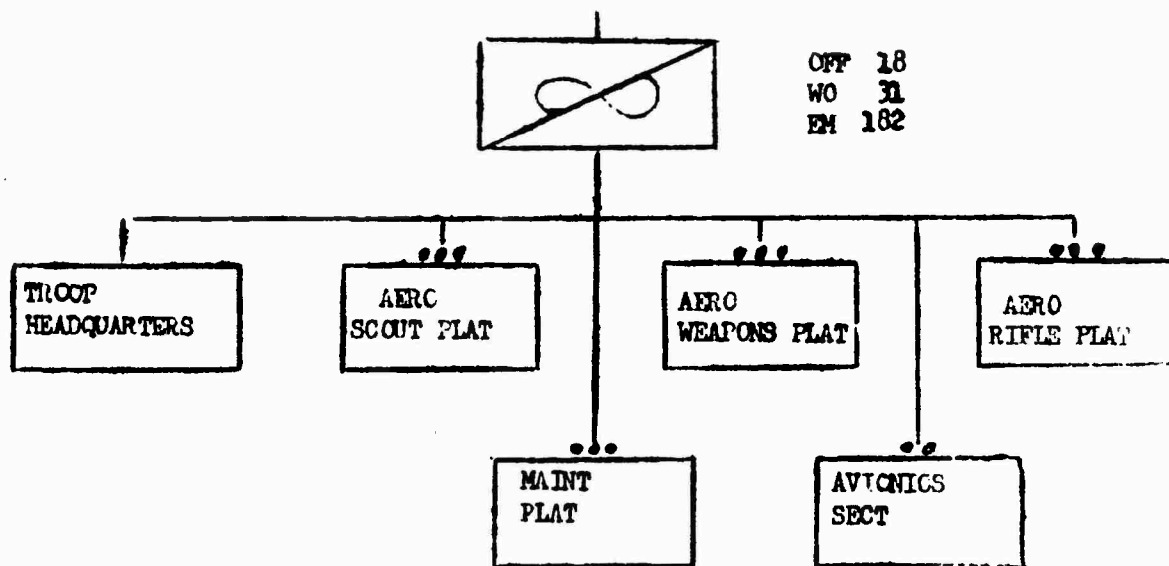
HEADQUARTERS AND HEADQUARTERS TROOP
 MTC 17-96T



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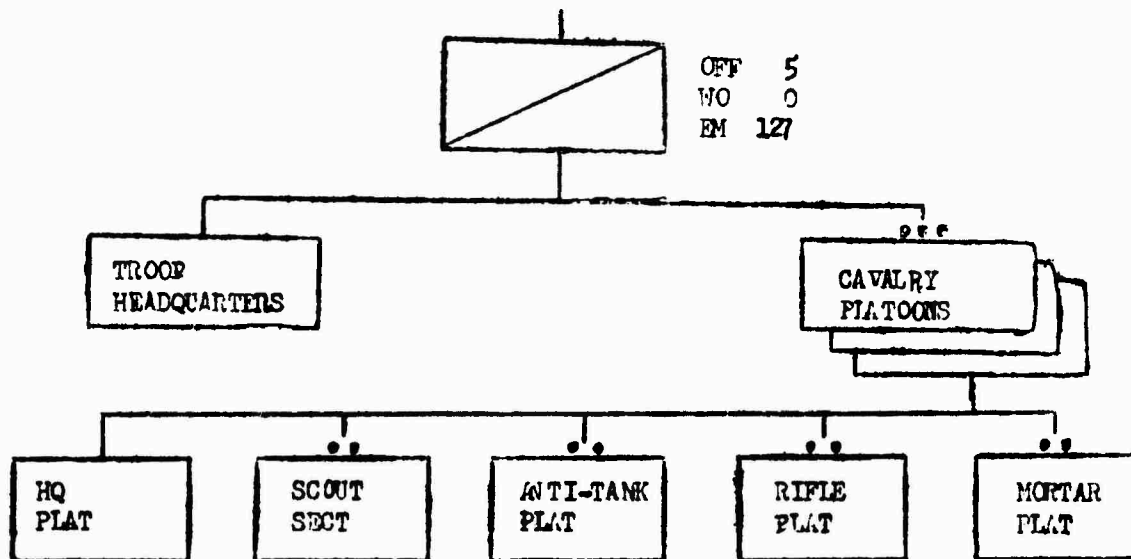
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AIR CAVALRY TROOP

MTOE 17-98T



CAVALRY TROOP

MTOE 17-99T



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OPERATIONAL STATISTICS FOR THE PERIOD

1. (C) Results:

<u>UNIT:</u>	<u>SORTIES</u>		<u>TROOPS LIFTED</u>	<u>CARGO (TONS)</u>	<u>KIA</u>	<u>KIA</u>	<u>STRUCTURES DESTROYED</u>
	<u>COMBAT</u>	<u>OTHER</u>					
HQ	569	274	1,230	11	0	0	—
TRP A	6,482	653	3,299	None	25	5	66
TRP B	2,277	197	2,959	None	17	0	129
TRP C	6,032	254	5,930	None	10	0	68
TRP D	---	---	---	---	0	0	---
TRP K					3	0	3

DETAINERS: 5

Enemy Material Captured:

10 - lbs of documents	2 - rolls of time fuse
250 - rounds of AK/47 ammo	15 - lbs of assorted medical supplies
2 - B/40 rocket launcher/ w sight	40 - ponches
1 - RPG rocket launcher/ w sight	27 - hammocks
250 - blasting caps	10 entrenching tools
6 - AK/47 rifles	

2. (C) GROUND TO AIR FIRE FOR THE PERIOD:

<u>TROOP</u>	<u>OH6A</u>		<u>AH6G</u>		<u>UH1H</u>	
	<u>A/C RECV G/A FIRE</u>	<u>A/C HIT</u>	<u>A/C RECV G/A FIRE</u>	<u>A/C HIT</u>	<u>A/C RECV G/A FIRE</u>	<u>A/C HIT</u>
HQ	0	0	0	0	0	0
A TRP	9	3	3	0	2	1
B TRP	22	9	11	7	0	0
C TRP	14	6	5	0	0	0
K TRP	3	0	2	0	0	0
TOTAL	48	18	21 ²⁴	7	2	1

~~Inlosure 3~~

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TROOP	OH-6A		AH-1G		UH-1H	
	G/A FIRE	HIT	G/A FIRE	HIT	G/A FIRE	HIT
AUGUST 1970						
HQ TRP	0	0	0	0	0	0
A TRP	3	2	1	0	0	0
B TRP	7	3	2	2	0	0
C TRP	3	3	0	0	0	0
K TRP	0	0	0	0	0	0
SEPTEMBER 1970						
HQ TRP	0	0	0	0	0	0
A TRP	3	0	5	0	1	0
B TRP	8	2	5	0	0	0
C TRP	7	2	2	0	0	0
K TRP	0	0	0	0	0	0
OCTOBER 1970						
HQ TRP	0	0	0	0	0	0
A TRP	3	1	1	0	1	1
B TRP	7	4	5	0	0	0
C TRP	4	1	3	0	0	0
K TRP	3	0	2	0	0	0

3. (C) Aircraft Lost and Damaged:

UNIT	AIRCRAFT	LOST	DAMAGED
HQ TRP	UH1H	1 (NOTE 1)	0
A TRP	OH6A	7 (NOTE 2)	2
	AH1G	1 (NOTE 3)	0
	UH1H	2 (NOTE 4)	2
B TRP	OH6A	2 (NOTE 5)	3
	AH1G	1 (NOTE 6)	0
	UH1H	3 (NOTE 7)	0
C TRP	OH6A	2 (NOTE 8)	2
	AH1G	2 (NOTE 9)	1
	UH1H	0	0

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- NOTE 1 VNAF Transfer
 NOTE 2 Three each Combat Damage, two each Crash Damage, one each Combat Loss, one each Extensive Maintenance.
 NOTE 3 One each Crash Loss.
 NOTE 4 Two each Crash Loss.
 NOTE 5 One each Combat Loss, one each Crash Damage.
 NOTE 6 One each Combat Loss.
 NOTE 7 Two each VNAF Transfer, one each Crash Loss.
 NOTE 8 Two each Combat Loss.
 NOTE 9 One each Crash Loss, one each Extensive Maintenance.

4. (C) Flying Hour Statistics (Based on DA Form 1352)

a. Average Monthly Flying Hours by type Aircraft and by Troop:

<u>UNIT</u>	<u>CH6A</u>	<u>AH1G</u>	<u>UH1H</u>
H Q TRP	N/A	N/A	283
A TRP	424	401	366
B TRP	442	339	336
C TRP	463	452	383

b. Average Monthly Flying Hours by Troop and by Type Aircraft:

<u>CH6A</u>	<u>AH1G</u>	<u>UH1H</u>
1329	1192	1368

c. Cumulative Flying Hours by Troop and by Type Aircraft:

<u>UNIT</u>	<u>CH6A</u>	<u>AH1G</u>	<u>UH1H</u>	<u>TOTAL</u>
HQ TRP	N/A	N/A	849	849
A TRP	1272	1202	1097	3571
B TRP	1326	1018	1007	3351
C TRP	1388	1357	1150	3895

d. Cumulative Flying Hours by Type Aircraft:

<u>CH6A</u>	<u>AH1G</u>	<u>UH1H</u>	<u>ALL A/C</u>
3986	3577	4103	11,666

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CONFIDENTIAL**AIRCRAFT STRENGTH AND AVAILABILITY****1. (C) Aircraft Strength as of 31 October 1970:**

<u>UNIT</u>	<u>OH6A</u> <u>Auth/Asg</u>	<u>AH16</u> <u>Auth/Asg</u>	<u>UH1H</u> <u>Auth/Asg</u>	<u>TOTAL</u> <u>Auth/Asg</u>
HQ TRP	0/0	0/0	7/5	7/5
A TRP	10/9	9/9	8/8	27/26
B TRP	10/10	9/8	8/8	27/26
C TRP	10/10	9/9	8/8	27/27

**2. (C) Average Aircraft Availability by troop and by Type Aircraft
(1 August - 31 October 1970)**

<u>UNIT</u>	<u>OH6A</u>	<u>AH16</u>	<u>UH1H</u>
HQ TRP	N/A	N/A	92% CR 7% NORM 1% NORS
A TRP	75% CR 11% NORM 14% NORS	72% CR 11% NORM 17% NORS	88% CR 6% NORM 6% NORS
B TRP	79% CR 12% NORM 9% NORS	69% CR 24% NORM 7% NORS	82% CR 13% NORM 5% NORS
C TRP	80% CR 13% NORM 7% NORS	71% CR+ 26% NORM 3% NORS	80% CR 14% NORM 6% NORS

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Safety Statistics for the Period Based on OPREP - 5 Flying Hours

1. (U) 1 August 1970 - 31 October 1970

<u>TRUP</u>	<u>HOURS FLOWN</u>	<u>ACCIDENTS</u>	<u>RATE</u>
H Q TRP	793	0	0
A TRP	3491	5	142.5
B TRP	3182	2	62.2
C TRP	3502	1	28.8
7/17	10968	8	72.8

AUGUST 1970

HQ TRP	233	0	0
A TRP	1090	4	366.8
B TRP	994	0	0
C TRP	1259	0	0
7/17	3576	4	111.6

SEPTEMBER 1970

HQ TRP	290	0	0
A TRP	1296	1	77.1
B TRP	1078	2	185.4
C TRP	1338	1	74.7
7/17	5002	4	79.6

OCTOBER 1970

HQ TRP	270	0	0
A TRP	1105	0	0
B TRP	1110	0	0
C TRP	905	0	0
7/17	3390	0	0

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3. (C) ACCIDENT SUMMARIES BY MONTH

(a) August: Four Accidents:

1. On 16 August 1970, Troop A, CH-6A, SN 67-16361, Pilot Flennikan experienced a loss of tail rotor and quill. The pilot autorotated and severed the tailboom on touchdown. Unable to shut down the violently vibrating aircraft, the crew exited safely. The aircraft tail rotor gear box has been sent in for analysis. The tail rotor blades were not recovered after three days of search. The cause of the failure is pending teardown analysis.

2. On 22 August 1970, Troop A, CH-6A, SN 67-16152, Pilot Farrell, experienced a loss of rotor RPM while at slow flight on a visual reconnaissance. The pilot turned into the wind and landed hard in a sloped clearing. The observer was injured when he immediately exited and ran into the main rotor blades. The cause of the loss of power is unknown, pending fuel control teardown analysis.

3. On 30 August 1970, Troop A, UH-1H, SN 67-17750, Pilot Lighton, turned over in an LZ. The LZ had sloping ground with two foot deep furrows. One skid hung up and the co-pilot over controlled the aircraft and the pilot was unable to save the aircraft. The aircraft turned up-side down but no one was seriously injured.

4. On 31 August 1970, Troop A, UH-1H, SN 66-16651, Pilot Caraker, experienced an engine failure and landed on sloping terrain. The aircraft fell on its right side causing structural damage. None of the crew was injured. Cause of the engine failure will be determined by teardown analysis.

(b) September: Four Accidents:

1. On 9 September, Troop B, UH-1H, SN 67-17723, Pilot Hafner, experienced a hard landing due to low rotor RPM. On a check ride the pilot saw that he was going to land short of the runway on an autorotation. The IP took control and attempted a power recovery, but the throttle was binding. The IP stretched the glide losing RPM, which resulted in a hard landing. The throttle linkage was found to be excessively dirty. The throttle bearing was sent in for analysis.

2. On 13 September 1970, Troop A, AH-1G, SN 68-151119, Pilot Clausen, experienced an engine failure over hostile terrain. Having no suitable force landing area, the pilot crashed into the trees. Due to enemy presence the aircraft was not recovered and the cause of the engine failure cannot be determined.

3. On 18 September 1970, Troop C, AH-1G, SN 68-15819, Pilot Thorpe, had a tail rotor strike a conax container. The pilot picked the aircraft up to a hover and turned approximately 90 degrees in the L-shaped revetment and struck the aircraft tail rotor on a conax container that the Post Engineers had placed near the revetment when working on the airfield drainage. The result was a hard landing and damage to the tail rotor drive train. No one was injured.

~~Inclusive 7~~

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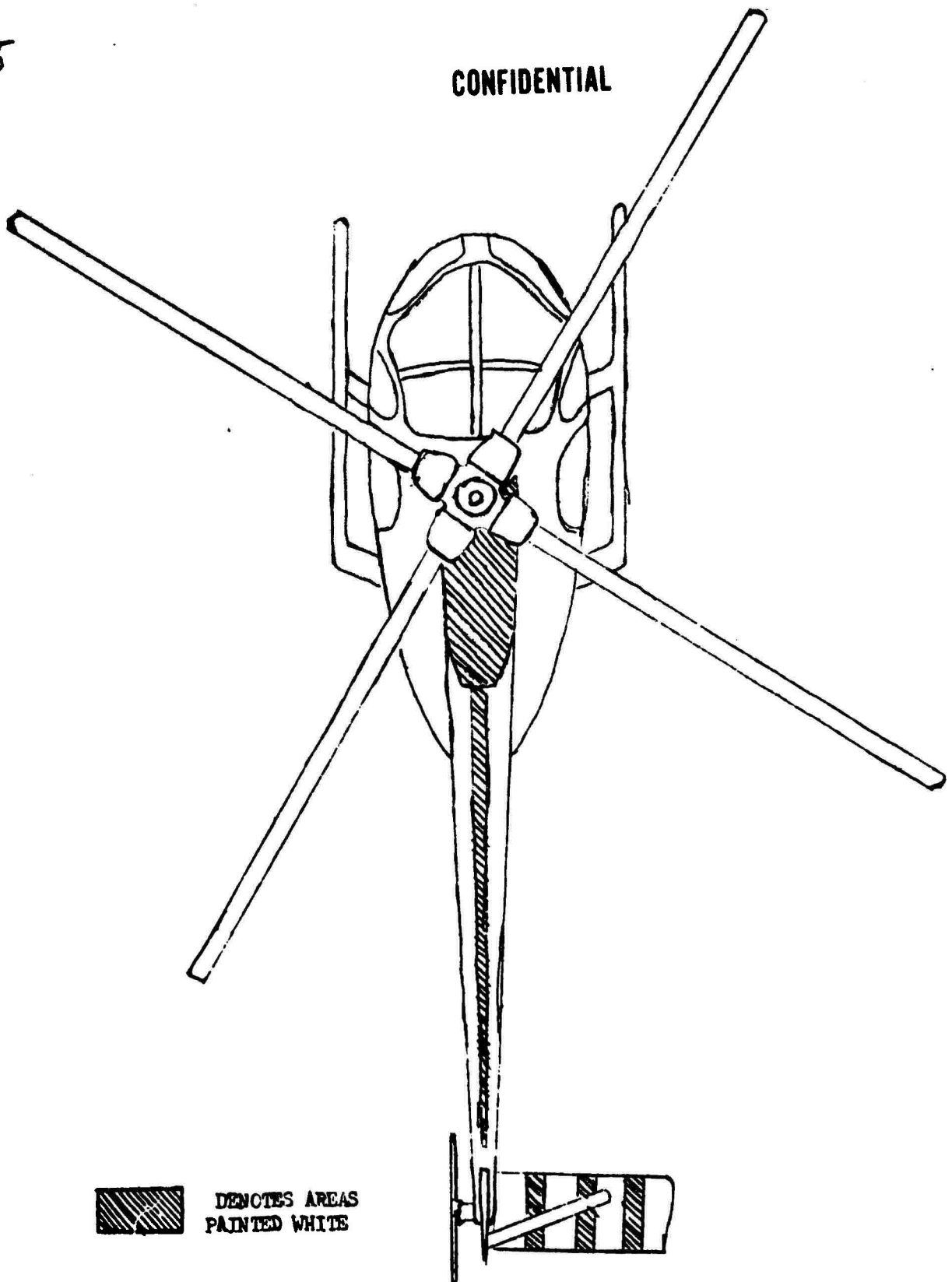
4. On 19 September 1970, Troop B, CH-6A, SN 69-16006, Pilot Hebert, experienced an engine failure on take off and the aircraft landed hard. The pilot received back injuries when the collapsable seat failed to collapse due to a technical manual under the seat. The co-pilot was struck in the head by the turning rotor blades after exiting the helicopter. The cause of the engine failure will be determined by teardown analysis.

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~~Inclosure 7~~

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DENOTES AREAS
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CH-64
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~~inclosure 8~~

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Security Classification

DOCUMENT CONTROL DATA - R & D

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

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		2b. GROUP	
		4	
3. REPORT TITLE			
Operational Report - Lessons Learned, HQ, 7th Squadron, 17th Cavalry			
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Experiences of unit engaged in counterinsurgency operations, 1 Aug to 31 Oct 71.			
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CO, 7th Squadron, 17th Cavalry			
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13. ABSTRACT			

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1 NOV 68

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